SURVIVORS RELATE THRILLING STORIES OF AIRSHIP WRECK

was a soldier there and came here be-fore the Spanish War. He was a big, fine-fellow, six feet tall and liked solbg. He joined the regular army w and at times served in the 6th Caralry, the 28d Infantry and the 48th Coast Artiflery.
'When we got into the World War

went into aviation and was pro-od until he was a Major. He had years' service on the other side when it was over dropped back a Master Sergeant again. When wasn't with his regiment or had priough and between enlistments hade his home with us. My grand-iren used to call him 'Uncle Jim.' He wanted to die with his shoes n service and be buried where be

tliam J. Ryan was promoted to sition of Sergeant in the Avia-Corps in October, 1920, which be filled until his death yester-He was only twenty-one, and born in freiand. His parents, set and William J. Ryan sat him to Brooklyn when he sieven months old and he lived borough ever since. His visit bome was in September, rgti Ryan was a graduate of P.

lo. 30, No. 165 Conever Street, few doors from his home at 180. Later he attended the Manual Training High School, but in July, 1918, as soon as he reached the age limit, he enlisted in the Aviation He was first stationed at Mitchel Field, then Lanier Field, and finally Langley Field. He was a member of the Visitation R. C. Parish. | Seven brothers and sisters and | his parents survive him. Miss Sarah Van News, No. 113

iton Avenue, Red Bank, N. J., received a telegram from Langley usin, Staff Sergt. Edward Schumacher, was killed in the Roma ragedy and adding that the body would be shipped to her at Govern-ment expense if she desired. She telegraphed instructions and has made arrangements for a funeral service at St. James's Catholic Church.

Sergt. Schumacher was born at living apart from them for some years. They live at Long Branch. It was said that his body would be buried in The family plot at Mount Olivet Cometery, near Red Bank.

MRS. STILLMAN'S **FATHER SUDDENLY**

(Continued From First Page.)

fillman family and was marked in It was through his marriage with ring the vinit Mr. Pot-

ities she became the star of an organization of amateur actors and acresses which gave a number of fashperformances in this city.

sation was created by Mrs. Potter when she recited a poem, "Ostler Joe," during one of the receptions given by Secretary of the wy Whitney in Washington during first Cleveland Administration. is poem was more or less daring in character and both Washington and New York and even a large part of country buzzed about it for Langley Field.

Some time after that Mrs. Potter a matinee idol, as her leading man, and together they toured the world. The stage success that Mrs. Potter achieved was never very marked. It officer realized, he told brother of- survivors, tells something of the last her dramatic abilities that won her impossible and he leaped off in a manoeuvred about the flatlands

In 1906 Mr. Potter obtained a diverce from her on the ground of sertion. During the time that Mrs. Potter was on the stage, her daughso remained up to the time of her

Tuxedo Park, the fashionable New colony, was founded by Mrs. Potter and Pierre Lorillard, and the

Prince of Wales (later King Edward) by one.

The helpless giant sagged rapidly nose pointing down at an angle of and with them went her fortune. In 45 degrees. Two score feet from the wheel, as rescuers found later.

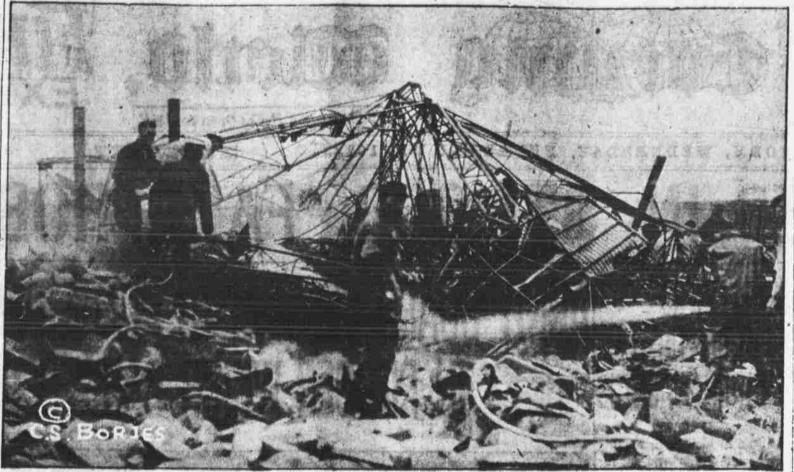
For more than five hours, until and with them went her fortune. In 15 degrees. Two score feet from the 1500 she was reported to have sought financial aid from James Stillman and was said to have refused his offer because it was on condition that she recause it was Handy of Baltimore, the daughter of

aday the first Mrs. Potter, bereft The place and purse she once en-Swed, is said to be living in povers, in a cottage at Guernsey in the Chan-

The first robin noticed in Newark, N., this year appeared at noon to-day a window sill of the home of William Mergan, No. 18 Voorhees Street. Mr. Morgan, No. 18 voornees bead of the crushed into a mass of metal. He died was when we saw the back to see what a superior and the bird with a special For a moment after the Roma caused it and found the control was hington's Birthday dinner and

REEP YOURSELF STRONG.

Another View of the Wreck of the Dirigible Roma, Group of Army Officers Who Manned Showing Metal Framework After Fire Burned Out



(Copyright, Pacific and Atlantic Photos.)

tate Julius and Effen Schumacher. He was married and had a daughter ARMY INQUIRY IS STARTED seventeen years old, but he had been INTO DISASTER TO THE "ROMA"

(Continued From First Page.)

Hospital.

Work of identification progressed dozen charred bodies were found tan-slowly last night, the officers and men gled in the metal skeleton. from Langley Field detailed for this was established by scars, teeth and hair in some instances, but even then to-day the incidents leading up to could positively identify.

cotter came most prominently becore the most. Miss Urquhart, a
cap ful New Orselas girl, daughter
of the most broughnest, and Mr.
cap ful New Orselas girl, daughter
of the most broughnest becore the most prominently becore the most prominen and charm. As Mrs. Potter was brother, Capt. Mabry. Body after possessed of certain theatrical abil-

he was waiting. Capt. George D. Watts of Missis- Gight. sippi, numbered among the dead,

narrowly escaped a similar fate last he said. spring when a captive balloon he filled with the usual hydrogen and we and turned over on her side. was piloting at Ross Field in Cali- never used helium in her." fornia became unmanageable and the height of 2,000 feet, it was recalled to-day by Air Service officers at ground.

The balloon was careening peril-Capt, Watts opened a valve which caused the great gas bag to plunge Others, however, denied there was an like a plummet to earth. When about explosion. 2,000 feet from the ground the army as more her beauty and charm than ficers, that a safe landing would be moments.

parachute, making a safe landing. Meanwhile the concensus of opinion here is that Capt. D. L. Mabry, Com- charge of the elevator planes, sudmander of the Roma, in making the denly shouted: turn over the army base, failed to "She won't" allow for the increased power recently rudder broke under the unusual strain, and though Burt threw his whole Potters lived there during seasons for lever, tugged desperately to straighten Loys!" Before they struck the motors and Lieut. Burt, at the elevation Capt.

married, this time to Mary living freight. A few seconds more of Baltimore, the daughter of and fire, imited by the residue of the fire of and fire, imited by the residue of the fire of the fire was out. and fire, ignited by the twisting ser-

Is said to be living in poverty the huge gas bag, leaping high into Fore to-day. The huge gas bag, leaping high into Fore to-day. The air and driving away the scores "I doubt if it will ever ben known. of soldiers and civilians who rushed to Of codrse we have our own theories, the rescue. Unable to approach the but we are not certain which is corpyre, rescuers turned in a fire alarm, rect. I had known that there was and then picked up Lieut. Riley, who trouble with the control of the ship, had jumped from the machine just be-fore she struck the wires. He had after it was discovered. The first inti-failed to open his parachute and mation we had that there was trouble

> dinner and fell, Capt. Woods and other army base not working. officers who commanded the work of rescue believed that the entire erew straighten the ship and set her on an bag-and the fire-extended far out had perished. But even as the fire- even keel again. Capt. Mabry gave on each side of the keel. men threw streams of water on the orders to shut off all motor flames, a number of men were

crawling from the forward end of the ship. Rescuers quickly helped them out and ambulances rushed them to juries at the Public Health Service the United States Public Health Service Hospital.

The rest of the bodies were held work completing their examination fast under the ship and a derrick shortly before daylight. Identification was used to lift the giant frame before these could be released. Few of the survivors could recall

there were four bodies which no one the collapse. The dirigible struck the ground before any of them realized she was in distress. A morbidly curious crowd was stunning crash left most of them Cora Urquhart and her sub- outside of the undertaking es- senseless and instinct alone impelled tablishment far into the night. One them to claw their way out of the

r persuaded her to marry him. cally by, never shifting his position.

They came to New York and she He was Dr. J. H. Mabry, of New 1 themselves directly over a deep described by the shifting his position. After cutting a large hole they found was greatly admired for her beauty News. He was looking for his pression in the ground and this en-

body was identified or sent back for Capt. Isalah Davier, Adjutant at motor was running. It is possible that with which she had been powered a later examination. The last body Langley Field, to-du, denied reports the engineer was so thrown out of his during her two years of service in from the Roma's bag just before the hals on his dial.

Stories of the crash conflict, but miles from the scene reported hear- to get to safety. ously at a height of 15,000 feet when ing the sound of the explosion. Several army officers reported likewise,

Major J. D. Reardon, one of the around Hampton Roads for some time, he said, when Lieut. Burt, in

"She won't respond!" Capt. Mabry, at the wheel, shouted installed in the big dirigible. The to the Lieutenant to elevate the ship jamming into the controls. This oc- weight on the elevation lever, the curred at a "height estimated at 650 Roma continued to plunge. The last The Roma's nose pointed down words Major Reardon heard from Lieut. Burt, at the elevation Capt. Mabry were: "Good God. many years.

Twenty years ago Mrs. Potter, who he yelled at Capt. Mabry to shut off the force with which the motors. They were shut off, one ship struck.

The helpicss giant sagged rapidly from his body and the flesh from his

and fire, ignited by the twisting ser- "I have no idea what caused the pents of flame from the 2,500-volt accident," said Capt. Walter J. Reed, electric wires, swept the wreckage. chief pilot, in a statement given out

A great sheet of flame shot from at the Public Health Service Hospital

of the location of the high-voltage

crashed into a mass of metal. He died was when we saw the nose of the ship above the rigid keel, was below it. COMPLETE OFFICIAL

"Everything possible was done to straighten the ship and set her on an bag—and the fire—extended far out even keet again. Capt. Mabry gave on each side of the keet.

Solders to ship and set her on an bag—and the fire—extended far out its again. Capt. Mabry gave on each side of the keet.

"How i excaped," said the us.

"How i excaped," said the us.

"How i excaped," said the us.

"How i excaped," and the fire—extended far out its again to ship bars to ship bars the signature of E. W. Grove. (the lien, de Seibert, head of the Italian sure you get BROMO.) 30c.—Advis.

VICTIM OF ROMA LOVED SOLDIERING FOR THIS COUNTRY



brought in proved to be that for which that helium gas had been removed position that he could not see the sig-

"Every effort to get the Roma or "We haven't that much belium." an even keel proved useless and she "The Roma's bag was pitched into the ground in a nose dive "When the ship hit , was through

into the upper part of the cabin. I Captain leaped to safety from a general opinion is that the gas bag was shut in and got out only when a exploded as the ship struck the nale was burned into the cabin. Residents of Hampton, Lieut. Weich crawled out with me. Newport News and other towns some Both of us had to go through flames

"Sergt. Chapman, who was also in the cabin, cut a hole ir the wall and he and Reardon , a Major and pust Byron G. Burt. His story was as senger who survived the disaster

crawled out through that hole. thrown from one side of the cabin to elevator lever, controlling the planes the other and of looking up the keel, that made the ship ascend or descend.

Capt. Reed said it was a plausible theory to believe, as had been suggested, that the kite box hung down at the tail of the Roma so heavily as ward, but it was no go and I shouted: to displace the balance and point the 'She won't respond!' ship into the nose dive.

Of the few survivors of the Roma's fall and fire, only two or three were but she wouldn't. vivor was an officer and, Capt. Doyle thinks, rated Captain.

been carried away.

electric line and did everything posbe escaped. The ship crashed into it and instantly burst into flames.

"The force of the contact with this wire and the blaze that followed apparently caused the Roma to turn completely over, because when she landed the gas bag, instead of being along the keel had been dropped niformed the heart of the fire

seemed to have been thrown clear of the fire when the ship struck the ground.'

was given by E. L. Potter, an em- Tampa ployee at the army base, who was Tampa watching the Roma flying over the base and saw the airship fall.

"The Roma was salling along nice-ly at about 2,000 feet up, I should Watts, same address. udge, when something seemed to go wrong," he said.

"The big ship began to teeter about as if her steering apparatus had coltapsed. Then she started to come own, nose first.

"She came slowly at first, and I SCHMIDT, single; home address, No.

Saw men on the ship throwing things of ballest, I guess, As she out—bags of ballest, I guess, As she out-bags of ballast, I guess. came faster, more things were thrown out then I saw two men leap with parachutes. By the time they umped, however, they were too close to the ground for their parachutes to catch the air. When the ship neared the ground the rear end hit some high power electric wires and immediately there was a crash and a wall of flame shot into the air, hundreds

"The men who were taken out alive had managed to get clear of the airship and jump away from her before the explosion.

The Roma started away from Langley Field early in the day on what was intended as a speed test. She was expected to maintain a rate of about miles an hour with her new Liberty motors, replacing Italian engine

Italy and her early trials here. Graham Dalton, employed near the scene of the wreck, gave a graphic account of the disaster.

"It all happened in a second." "I remember seeing one man leap, his parachute did not work, and he hit the pavement and lay still. "I saw another fellow crawl out

from under the wreckage. His clothes were afire; he crawled on his hands and knees as far as a puddle of water, fell over into the water and turned over and over. frying to put out the

One of the uninjured is Lieut. follows:

"We were running about fifty miles "My hazy recollection is of being an hour. It was in charge of the We were trying to climb when I realized that we were near the wire. I threw all my strength upon the lever and tried to force the ship up-

"Capt. Mabry, the commander, was shouting to me to make her climb,

"The next thing I knew I heard and Lieut. Burt, at the elevation lever, tugged desperately to straighten the ship. She refused to respond and the ship. She refused to respond and had been cut off one by one, which the ship to shi I saw him sticking there at his post Doyle was unable to obtain. The sur- safely, but he couldn't make it. The ship was near the earth at this time and I feel sure that if we hadn't struck that wire we could have come down without any loss of life, though she might have been damaged. "I'm alive, I think, because I stuck Mich.

to the ship. The fire was borning fercely under me and there was a little flame at my back When we struck, I was under the bag and there seemed no way out, but I waited for the flames to burn a hole through the fabric near where I was, and I crawled out through that hole. "I was expecting every minute to hear the whole bag explode. Then I

would have been a soner, but there brother, George Hooper, No. 361 was no explosion. My clothing face, West Kentucky Street. Louisville, Ky eyebrows, hair and hands were PRIVATE THERON M. BLAKE-burned, but the doctors say I have LEY, No. 561 Seventh Avenue, San a good chance to remain among the

LIST OF DEAD IN ROMA DISASTER

the Roma at Time of Disaster



Left to Right, Front Row: Capt. to Right: Sergt. J. N. Biedenbach, J. Beale, Master Sergt. H. A. Chap-W. J. Reed, Major J. G. Thornell, Capt. Dale Mabry. Second Row, Left Sergt, V. C. Hoffman, Staff Sergt. M. man, Master Sergt. R. C. McNally.

in the Roma disaster, made public to-day by the Army Air Service, follows: Son Street, Dayton, O. (Emergency, condolences. THE DEAD.

MAJOR JOHN G. THORNELL. MAJOR JOHN G. THORNELL liome address, No. 201 Parkwood married, home address, Sidney, la.; Drive, Dayton, O. wife, Mrs. John G. Thornell, Langley, Field, Va.

MAJOR WALTER W. BAUTS- Field, N. Y. MEIER, married; home address, No. 57 American Street, Freeport, III.; CONGRESS MAY END mother, Mrs. C. F. Bautsmeier, same

CAPT. DALE MABRY, single; home address, No. 207 Cardy Street,

CAPT. GEORGE WATTS, single; home address, Indianola, Miss.; emergency address, mother, Mrs. B. E.

CAPT. ALLEN P. MacFARLAND, single; home address, No. 520 North army and navy dirigibles be stopped in the World War in 1917. Staff Sergt. gency; mother, Mrs. Mary F. Mac-Farland, same address. CAPT. FREDERICK J. DURR- Norfolk yesterday.

gency, father, Max A. Durrschmidt, same address. FIRST LIEUT, JOHN R. HALL,

FIRST LIEUT. WALLACE C. navy affairs, believe it unwise don, Miss, emergency, father, Robert Hurns, same address,

FIRST LIEUT. WILLIAM E. RILEY, married; home address, No. 528 East 86th Street, New York; emergency, wife, Mrs. Minnie H.

Riley, same address.
FIRST LIEUT. CLIFFORD E. 5623 Winthrop Avenue, Chicago: emergency, R. M. Smythe, same ad- said.

FIRST LIEUT, WALLACE C. Tenn.; wife, Mrs. Cummings, No. 406 them more safe." South Ivy Street, Monrovia, Cal.

301 Bast Charlton Street, Savannab,

ton, same address.

Street. Philadelphia. RAY, friend, Charles Ellis, No. 709 ination must be made, however, Le Greenwich Street, New York MASTER SERGT. HOMER GORBY

TECH, SERGT. LEE M. HARRI. wife, No. 14 Aladdin Village, Langley STAFF SERGT. LOUIS HILL AIRMEN DECLARE ARD, sister, Iona Hilliard, Cold

water, Kan. STAFF SERGT. MARION J DEALL, father, All O. Beall, Laplata

SERGT. THOMAS A. YARBOR-OUGH, father, T. W. Yarborough, No. 2528 Pelham Street, Selma, Ala SERGT. WILLIAM RYAN, 180 Conover Street or No. 100 Conover itreet, Brooklyn; father, William Ryan, Cappoquin, Ireland. STAFF SERGT. EDWARD M

SCHUMAKER, first cousin, Mrs. Sarah Van Ness, Red Bank, N. J. STAFF SERGT, JAMES M. HOLMES, mother, Mrs. Ivy M. Holmes, No. 215 21st Street, Ashland,

CORP. IRBEY B. HEVRON, Mrs. Minnie G. Hevron, 1614 South M opinion of Hugh D. McKay, formerly Street, Elwood, Ind. RIVATE JOHN E. THOMPSON. nother, Mrs. Eva Thompson, R. F. D. 1, Box 120, Bonnsville, N. C. PRIVATE MARION HILL, sister,

West Train Street, Eaton Rapids,

Goldie Meyers, general delivery, New-PRIVATE GUS KINKSTON, half are too unwieldy, and what is worse, PRIVATE THERON M. BLAKE- ITALY DISTRESSED

CIVILIANS: WILLIAM O'LAUGHLIN, married, rime address, Brooklyn Avenue, CHARLES SCHULENBERGER.

Headaches from Slight Colds

Seneca Falis, N. Y.)
WALTER W. STRYKER, married,

ROBERT HANSON, married, home address, Miamisburg, O.

CRESSIE R. MERRIMAN, Mitchel splendid flight the Roma made from

GIVING MONEY FOR DIRIGIBLE SERVICE ROMA VICTIM WALKED

Disaster-Risk Deemed

Too Great.

demand that all appropriations for walked 400 miles in Alaska to enlist at once arose in Congress to-day as John T. McNaily, a brother, said tothe result of the Roma disaster at day Roger was attached to the De-

sion of the ZR-2 over Hull, England. last August, with the loss of many lives, and the loss of several smaller discharged at the end of the war, remarried, Kingsville, Mo.; wife, Mas. craft in recent years, Congressional enlisted in the Air Service, in which John R. Hall, same address. leaders, in close touch with arms and he was keenly interested. Burns, married; home address, Bran- spend large sums of money and risk scores of lives in developing the PELLETIER, OUSTED.

dirigible. With the Army and Navy Appropri ation Bills pending in Congress, Representative Madden, Illinois, Chairman of the House Appropriations Committee, said that an investigation into

the disaster will be made.
"We ought not to squander our SMYTHE, married, home address No. ir mey on dirigibles if they are going spending millions on them or make

Representative Mondeil of Wyoming, FIRST LIEUT. AMBROSE V. Republican floor leader, said: "Dirig-CLINTON, merried, home address No. ibles seem to be very dangerous. The world, however, is not inclined to Ga.; emergency, Mrs. Harriett Clin. take a backward step and dispense with the use of dirigibles, but will FIRST LIEUT. HAROLD K. HINE, endeavor to guard the use of them." single, home address No. 251 West Representative Kahn, California, Avenue, Bridgeport, Conn.; emergen- Chairman of the House Military cy, brother, Paul Hine, same address.

MASTER SERGT, ROGER C.
Walt until further information had been received as to the cause of the MASTER SERGT. ROGER C. wait until further information had the presented no evidence in defense, while the presented no evidence in defense, treet, Philadelphia.

MASTER SERGT JAMES MUR- by his committee. A rigorous example palpable worthlessness of the testimony."

said, to fix the blame. "This was a very terrible catasmother, Mrs. Jessie Gorby, Raymond trophe," he stated. "I look upon the men who perished as martyrs to the cause of progress and science

HYDROGEN SHOULD NEVER BE USED

Lighter Than Air Craft Only Safe When Helium Can Be Used in Inflation.

Navy Aerographic Service at Hampton Roads, to-day declared in discussing the loss of the Rome that "it and 125th Street. is impossible to have safety in ghter-than-air craft, when hydrogen used. Lighter-than-air craft have future—but only when belium cas lighter-than-air craft, when hydrogen morals SERGT. V. C. HOFFMAN, No. 451 a future—but only when helium gas Anna was placed with the Children's can be produced less expensively." America's future in the air is in airplanes - not dirigibles-in the of the British Royal Air Force, "The Roma accident occurred when an elevator wire snapped. A clever airplane pilot could have landed his machine safely with a broken elevator wire. The Roma, however, had no

OVER ROMA DISASTER

King Seeks Details and Air Chief ROME, Feb. 22.-The Roua disas-

ter caused deep distress throughout Italy, and the entire press to-day expressed profound regret. King for details of the catastrophe, and 1,30 P. M.; ien, de Seibert, head of the Italian soth st.

condolences. Inhabitants of Rome to-day were

recalling the gallant American officers who came to Italy to try out the giant dirigible and transport it to America. Everyone spoke of the Rome to Naples and return, having on board many guests, including former American Ambassador Robert Underwood Johnson.

400 MILES TO ENLIST Tampa, Fla.; brother, G. E. Mabry, Strong Demand Arises After Roma Mexally Had Been Teacher in Alaska in 1917.

> PHILADELPHIA, Feb. 22.-Master Sergt. Roger C. McNally, a Phila-WASHINGTON, Feb. 22.-A strong delphian, killed in the Roma disaster,

> > recruiting station. He won early promotion, and when

TO RUN FOR OLD OFFICE

Public. Not Court. Must Decide His Case.

BOSTON, Feb. 22,-Joseph C. Pelletier, removed from office as District Attorney of Suffolk County for misto endanger lives in this manner," he conduct by decision of the Supreme "Something must be done to Court yesterday, was a prospective canprevent these giant airships from be- didate for re-election to-day. In a ing a menace. We must either quit statement in which he criticised the decision as unjust, he said it was not final, "cannot be final unless government by the people is at an end. Next

> Pelletier characterized the language of the decision as vituperative, said that crooks and libertines were quoted and believed and that in the Emerson Motors phase of the charges against him, the court found him guilty on the same testimony which Justice Goff of New York held to have exonerated him.

FIND MAN INTOXICATED. LITTLE GIRL IN HIS CARE

He Brought Her From South Norwalk to See City.

Little Anna Moffitt, who lives in Danbury, Conn., received permission from her parents to go to New York to see the sights with Roy Shaw, who lives in South Norwalk and is an old friend of the Mofflitt family Shaw is a brakeman on the New Haven Ball-

They came to the big city this morning, but the only sights little Anna saw * Robert Brunstock, balloonist, for-merly attached to the United States where Patrolman Elliott took them Elliott found Shaw, with

Shaw was charged with impairing the Society and her parents were told what had happened.

ANBORN .- HAZEL STRAIGHT, wife of James F. Sanborn, entered into eternal life Tuesday, Peb. 21.

DIED.

FUNERAL DIRECTORS.

When Death Occurs Call Columbus 8200" FRANK E. CAMPBELL "The Guneral Church"inc., Broadway at 66th St.

LOST, FOUND AND REWARDS.